

**Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road Fairbanks, Alaska 99701
Meeting Minutes – December 17, 2008**

1. Call to Order

Vice-Chair Luke Hopkins called the meeting to order at 10:05 am.

2. Introduction of Members and Attendees

The following were present:

*	FMATS Policy Committee members	
**	FMATS Staff members	
***	FMATS Technical Committee members	
	Name	
	Representing	
*	Jerry Rafson	Steve Titus, P.E. (absent) DOT&PF
*	Mayor Terry Strle	City of Fairbanks
*	Mayor Jim Whitaker	Fairbanks North Star Borough
*	Mayor Doug Isaacson	City of North Pole
*	Luke Hopkins	FNSB Assembly Representative
*	Chad Roberts	Fairbanks City Council Rep.
*	Alice Edwards	ADEC Acting Director, Air Quality Division
***	Donna Gardino	FMATS Coordinator
***	Joan Hardesty	DEC, Air Quality
***	Mike Schmetzer	City of Fairbanks
***	Bob Pristash	City of Fairbanks
***	Ethan Birkholz	DOT&PF, Planning Manager
***	Bill Butler	City of North Pole
***	Glenn Miller	FNSB Transportation
***	Bernardo Hernandez	FNSB Planning
**	Todd Boyce	FNSB Planning
**	Margaret Carpenter	DOT&PF, Transportation Planner
	Jerry Colp	City of Fairbanks
	Kathy Vincent	City of Fairbanks
	David van den Berg	Downtown Association
	James Conner	FNSB Air Quality
	Gerald Rafson	DOT&PF Planning Chief (representing Steve Titus)
	Meadow Bailey	DOT&PF Public Information Officer
	Jo Schlotfeldt	DOT&PF
	Jim Blizzard	Dept. Public Works FTWW

3. Public Comments: None

4. Approval of the December 17, 2008 Agenda

MOTION to approve the December 17, 2008 agenda. (Isaacson/Strle) Move Barnette/Gaffney to Old Business. No opposition. Approved.

5. Approval of November 26, 2008 Policy Committee minutes

MOTION to approve the November 26, 2008 minutes. (Roberts/Strle) No opposition. Approved.

6. Committee Reports

FMATS Coordinator / Technical Committee Report: Donna Gardino included a written report in the meeting packet. There were several meetings of the Preventive Maintenance, TIP Development and Barnette/Cushman subcommittees. She attended the DOT&PF HQ/MPO

meeting, meetings with the Interior delegation / Downtown Association, as well as a meeting with Interior delegation /DOT and is preparing for the Interior delegation / FMATS meeting Thursday. She included an MPO FFY08 year-end budget report for the Policy Committee. The MPO was under budget during the last fiscal year. The 381 and North Pole funds can move into this fiscal year, but the \$20,200 of the PL funds cannot be moved to the next fiscal year. When she was ill last fall, she was not on salary and was not able to spend the money. Mayor Whitaker asked if she was not paid during her illness. She did receive some leave donations from city employees which could not be charged against the FMATS program.

The Technical Committee action items were listed in the meeting packet, but the item regarding the 2009-2012 TIP will be a draft to be discussed at this meeting. This draft will not be sent out to public review until conformity is underway.

7. Old Business.

a. 2009-2012 Draft TIP, Preventive Maintenance, CMAQ The Draft TIP and CMAQ subcommittee met to work on the new TIP for 2009-2012. The PM subcommittee developed a mini informational TIP.

b. Position Vacancy Donna Gardino said the position vacancy is posted through the City of Fairbanks. She asked that Mayor Strle and Ethan Birkholz join her on the interview panel.

MOTION: To approve Mayor Strle, Ethan Birkholz and Donna Gardino comprise the interview panel subcommittee. (Isaacson/Strle) No opposition. Approved. The City HR representative will sit in on the interviews as a non-voting member.

c. Cushman/Gaffney/Barnette Proposed Changes Donna Gardino presented the current approved funding scenario in the TIP. What was not known at the last meeting was that to turn Cushman two-way from 1st to 10th with signals, striping and signs will cost about \$2.8 million. There would be \$3.2 million remaining for continuing build out of the Vision Fairbanks ideas for Cushman.

The action item she proposed was regarding Gaffney Stage I which was \$312,000 in the TIP, but the actual numbers were \$525,000. To make that whole, \$210,000 of the Gaffney Stage II needs to move to Gaffney Stage I.

Mayor Isaacson said he was still smarting from last month's meeting where \$40,000 of timesheet errors was thrown into a mile long stretch in North Pole. Gaffney is a stretch that is less than a mile going from \$312,000 up to \$525,000. He asked Donna to provide a rationale for this increase. Donna Gardino said this was Phase IV which was built last summer. The low bid was \$433,000 and the added expenses were for engineering during construction, inspections and ICAP.

The second cost increase for Barnette 10th to Gaffney was \$350,000, based on the original cost of Gaffney Stage I. With the actual costs back, there is now a better indication of costs for Barnette 10th to Gaffney, which is now anticipated to be \$560,000. Gaffney II would be decreased from \$2.45 million to \$1.125 million. The City is trying to minimize the scope of Gaffney so that more money is available to Cushman. On the east side of Gaffney, the City will be doing the storm drain work, using EPA funding. On the west side of Gaffney, the City will do signs, signals and striping changes. The net result would be an increase of almost \$600,000 available to Cushman. Bob Pristash said the City reduced the width and length of the sidewalks, the street itself will remain the same size.

MOTION: To approve proposed funding changes due to updated estimates for Cushman/Gaffney/Barnette. (Strle/Whitaker) None opposed. Approved.

This will increase the 381 funding for Barnette from 10th to Gaffney by \$210,000 (\$350,000 to \$560,000); to increase the funding on Gaffney Stage I for actual costs incurred from \$312,000 to \$525,000 and decrease Stage II by the same amount and decrease the funding for Gaffney Stage II from \$2.45 million to \$1.125 million. The EPA fund which is not being expended, \$307,300 of City funding, will most likely be used on Wickersham.

Mayor Whitaker asked for the corresponding schedule to the budget. Donna Gardino said Gaffney Stage I was completed last fall. Gaffney Stage II and Barnette to 10th should go out to bid this summer. Cushman will follow in 2010. The project scopes have not changed, but some funding was redistributed.

8. New Business

a. Cushman/Barnette Two-way Traffic Revision Mike Schmetzer presented the Technical Committee analysis and recommendations. Traffic data generated to date and FMATS records were reviewed and summarized. They developed a recommended approach for two-way conversion for Cushman and Barnette associated with the Vision Fairbanks build out and prepared an updated cost analysis on how to implement the project. In April 07, the Vision Fairbanks concept traffic analysis draft was received. In April 08, the traffic analysis from Sierra Research for air quality was received. It was generated over concerns of potential CO issues with the whole build out of Vision Fairbanks. In June 08, the Policy Committee approved the Cushman two-way project 10th to 1st and Barnette two-way 10th to Gaffney. In October 08, the City received a draft traffic control implementation study for Vision Fairbanks, Cushman and Barnette two-way conversion. It was reviewed and concerns were expressed at the November 26, 2008 Policy Committee. On December 14, the final traffic control implementation study was received for the Vision Fairbanks Cushman and Barnette two-way that had raised the red flags in the previous draft format.

In April 07, in the first Vision Fairbanks traffic analysis report, the two-way traffic conversion was modeled based on the assumption that Barnette was already operating under a two-way scenario. This is critical, but was not obvious to anyone on the Technical Committee or the City engineering staff at that time. We thought the two-way modeling of Cushman was assuming that Barnette was still one-way. In 08, the Sierra Research air quality traffic analysis assumptions were different with this model. The modeling was based on a 2011-2012 build out including the retail anchor and Cushman Square with Barnette one-way. This report concluded that levels of service for 2nd and 3rd Avenues were reduced to F and levels of service for 4th and 7th Avenues were reduced to D. At this point, there are some issues with Cushman and Barnette which may act as a couplet. The committee asked at the June 08 meeting if there was anything that could change that project or the design criteria that could come forward to stop that. Our response was that there could be an intolerable service level drop. Another traffic analysis will be done and decisions made as to what Vision Fairbanks concepts can be included and what it would cost. It was at that time the City engineers initiated a detailed traffic analysis and implementation plan for the Vision Fairbanks conversion of Cushman to two-way traffic. This was done under the existing project. In October 08, we received a draft report for that study and it started to raise concerns that were brought up at the November 26 meeting. We recommended changing the scope of Barnette-Gaffney to 10 to Barnette-Gaffney to 7th. The Policy Committee requested the Technical Committee provide a detailed history and justification. The report we received this week concluded that Barnette and Cushman do work as a couplet. Conversion of Cushman requires

Barnette also be converted to two-way traffic to accommodate directional demand into and out of the downtown area. In 2011 or 2012, assuming Barnette Street remains one-way, all intersections with the exception of 1st and 5th will operate at level of service D or lower. This indicates there may be operational problems on Cushman if Cushman and Barnette are not simultaneously converted to two-way.

Bob Pristash presented a slide outline of the different phases of the planned project based on the traffic studies Mike Schmetzer discussed. In 2009, convert Cushman and Barnette to two-way traffic from Gaffney to 7th. In 2010, continue engineering design and secure additional funding for continuation of Cushman and Barnette two-way. After the Illinois project advertises, the actual conversion of Barnette two-way can be done, as funding allows.

Donna Gardino said if the Policy Committee changes the scope of Barnette from 10th to 7th, it would move funding from the current Cushman 381 funding over to Barnette 7th to Gaffney. The net result would be instead of having \$6.605 million for Cushman, it would reduce that to \$6.030.

Mayor Isaacson said almost \$9 million for restriping and changing the direction of two streets boggles his mind. This study also mentions this was predicated on retail anchor and Cushman Square completed. Is some of this \$9 million going towards these projects? Because he is looking at the Vision and it says that construction is supposed to be started in the same approximate time frame.

Donna Gardino said this is transportation money. The estimate to turn Cushman two-way from 1st to 10th is \$2.8 million. If we did just Cushman 1st to 10th, we have the money to do that. We have \$6 million. There is \$3.2 million left to do bigger sidewalks, etc., but we cannot recommend doing that at this time because of unknown typical sections that Vision is still working on with the City to develop so that we can stay within our right of way. To recommend doing that would be premature.

Mayor Isaacson said he still does not understand if we are not doing sidewalks or anything else, why you just can't take \$150,000 worth of pavement and restripe it.

Donna Gardino said each traffic signal is about \$350,000 to \$400,000 and there are 5 signals just on Cushman.

Mayor Isaacson said the presentation today was based on certain assumptions including the catalyst projects being completed. What happens if these catalyst projects are not completed, is this then unnecessary or is this needing to be done when those catalysts are done or prior to the catalysts? How does this affect Fairbanks and our funding? He said he was thinking of the timetable. Does it have to be done now? Or can it be delayed until the Vision Fairbanks projects are completed. How does this new information we heard impact our timetable for distributing funds?

Luke Hopkins said we had a current project for a portion of Barnette for which we are considering changing the funding level. Now we are hearing about a traffic analysis assuming that the changes in traffic counts will occur and considering this motion to change Barnette. To be able to answer whether those changes in the downtown properties will occur, according to the Downtown Association Vision Fairbanks plan, there is a schedule of those to occur.

Luke Hopkins said the information was to inform regarding extending the cost savings from going only from 10th to Gaffney to 7th to Gaffney and the level of service improvements. If we are

changing Cushman two-way, that is where the level of service will change, because traffic counts will change.

Mayor Strle said we banked on the fact that Vision Fairbanks was going to move forward and that we hoped that we have a revitalized downtown because of this Vision. Part of the Vision is the road. It seems to her like Mayor Isaacson is asking if downtown is going to be revitalized.

Chad Roberts asked if the Crandall/Rambula model in 2007 was based on the assumption that Barnette was two-way and Cushman Square was built. He asked if the new one is based on projected traffic numbers. If we wanted to do two-way on Cushman, it has to be coupled with Barnette two-way? Are we basing our new model, new project, on the Vision being implemented or just on the streets being able to provide a level of service?

Bob Pristash said they had traffic revisions based on different years with levels of service at different dates.

Mayor Whitaker asked about traffic studies which indicate levels of service reduced to F or E. In order to get from 7th to the river, is there a cost estimate? How much more is it going to take to do Barnette and Cushman?

Donna Gardino said the estimate is \$2.8 million for Cushman two-way from 1st to 10th and the incremental cost of Cushman from 10th to 7th is \$258,000; so 7th to the river is about \$2.1 million, which we have. This pot of money can't be used on Barnette because the legislation says Gaffney and Cushman.

Ethan Birkholz said if the couplet is continued on down, yes there is enough money to make Cushman two-way, but based on the traffic study, that is not advisable. If Barnette is left one way and Cushman is two-way, there would be one lane going north and four lanes going south, which would not work. Based on the city estimates, once Illinois goes to construction, we can advance that couplet to 5th. But to get from 5th all the way to the river, there will not be enough money based on what we have now to get both Cushman and Barnette two-way to the river.

Bob Pristash said it would cost about \$500,000 per block from 5th to the river - \$2.5 million for Barnette.

Ethan Birkholz said currently in the TIP, it is predicated on a federal project, which could include a roundabout. Right now the discussion is just for signing, striping and signals to the river as a couplet as a state funded project.

Mayor Whitaker said the question is: given that there may be some restrictions on utilization of federal funds, we may only be able to do the completion with state funds? How much time do we have to get that money without slowing the project down?

Donna Gardino said using state funds simplifies the whole project development process and it takes less time. We cannot begin on Barnette north of 7th until Illinois goes to construction, which is scheduled now for FY 2010.

Chad Roberts asked about the other \$2 million we need to find in 18 months for the couplet two-way – what does that do to the Illinois project and the intersection on the other side of the river. Does it modify the Illinois project? It doesn't change the intersection north of the river?

Donna Gardino said no; if we open up Barnette north of 7th before Illinois is advertised, DOT said they would have to readdress their environmental document on Illinois.

Ethan Birkholz said when we get into the Barnette project with the consideration of the roundabout that will change a number of things like right of way acquisition.

Alice Edwards asked if the design on the last piece of Barnette from 7th to the river would not happen until construction on Cushman began. It could take into account what is already being developed for Illinois Street.

Bob Pristash said to answer Chad Roberts' question about the intersection north of the river – the Barnette Bridge now is designed as one-way south. Eventually the overall plan is for that to go two-way to match up with Barnette Street two-way. As the bridge is designed now, it cannot accommodate Barnette going two-way. That intersection would have to be readjusted or resignalized, putting in phasing lane definitions or restrictions, or other methods.

Luke Hopkins asked if it is about road widths and sidewalks that would be changed or signalization and striping in terms of the number of lanes and turning.

Bob Pristash said it is a five-legged intersection and adding a northbound lane would complicate the intersection, but the problem is not the width of the road.

Mayor Strle asked if this would mean the Barnette Street Bridge would go two-way thirty years from now.

Ethan Birkholz said according to the traffic analysis that was just done for Illinois, it will work for Barnette Bridge to go south one-way and Cushman Bridge going two-way.

Jerry Rafson said we are aware of these proposals and our designers try to minimize any changes that might be needed, and obviously something will have to be done.

Mayor Isaacson said it was making sense until you listen to Chad Roberts' question and then you hear some of the answers going back on itself. This is where you need a white board to start drawing circles. As I understand, we are now going to have a two-way couplet going all the way down to the river. When it gets to 1st Avenue, the Barnette side is going to have to make a sharp angle right or left, because they won't be able to continue down that bridge, because that bridge is only going to go south. That is going to get a congested area, a level of service F or something over at Cushman and 1st as all that traffic tries to squeeze up to that little bridge.

Ethan Birkholz said to visualize coming down Illinois, there will be a way to get from Barnette onto Cushman, if you want to go south.

Mike Schmetzer said we did adopt Vision Fairbanks and a long range transportation plan, which is always the focus when we are designing this job.

MOTION: To approve the scope change of Barnette from 10th to Gaffney to Barnette 7th to Gaffney and to move \$575,000 in 381 funding from Cushman to Barnette, which still allows for \$3.23 million left to continue working on Cushman two-way and \$2.8 to turn it two-way from 1st to 10th and have \$3.23 million left to continue upgrading Cushman. (Strle/Roberts) None opposed. Approved.

b. TIP Development Timeline Revision Donna Gardino said the intention was to bring the Draft TIP in the meeting packet and ask that the committee approve it to go out for public comment. However, the conformity determination process has to occur either before or simultaneous with the public review of the TIP. That process has not begun, but will hopefully begin soon. It is the responsibility of the State DOT and DEC to do the conformity analysis. As soon as that process is in hand, the MPO will bring it to the Technical Committee and then the Policy Committee.

Mayor Isaacson asked if this is where we discuss the North Pole Rehabilitation.

This is just the TIP Development Timeline. The North Pole Rehabilitation is later on the agenda.

MOTION: To approve TIP timeline development revision. (Strle/Edwards) None opposed. Approved.

c. Preventive Maintenance Program The Preventive Maintenance Program is recommended for approval. It is background detail for the TIP and is a breakdown for the Policy Committee for what is planned for the Preventive Maintenance program for 09-10. Included are load center upgrades for Fairbanks and North Pole, surface treatment for the FNSB, crack sealing for FNSB, Fairbanks and North Pole. A video detection project is planned which would allow for a signal light to detect waiting traffic in the event the detection loop is not triggered.

MOTION: To approve FFY 09-10 Preventive Maintenance Program. (Isaacson/Strle) None opposed. Approved.

d. CMAQ and TIP Conformity Under CMAQ, there is currently \$1.275 million for PM_{2.5} projects and \$725,000 for the North Pole Park and Ride. Reducing the PM_{2.5} budget by \$220,000 is proposed to allow for a new project called the City of Fairbanks ADA Compliant Curb Corner Upgrades. There are over 150 non-compliant curb corners in the City. The other proposal is for \$70,000 for conformity and modeling for the long range transportation plan in the TIP. Also proposed is \$22,000 of 381 funding for TIP conformity. A TIP sub-committee developed this plan to distribute funding. Donna Gardino understands that Fairbanks will receive more CMAQ money because of the pending non-attainment status for PM_{2.5}.

Alice Edwards said the CMAQ money priorities go to the non-attainment areas first. It can also go to the maintenance areas, of which there are two areas for carbon monoxide, Anchorage and Fairbanks. When the new designations come out from EPA, then Fairbanks will move back into a non-attainment status which should make more CMAQ funds available for transportation related work that can assist with that issue.

Mayor Isaacson said he wanted to get his hands around it and can't figure out why it is going to cost \$150,000 just to design 150 ADA-compliant curbs. For right of way, these are existing sidewalks and he guessed we were going to destroy their historical significance because we are going to take off the curb and make it so that a wheelchair can go up. Does it really cost that much money?

Jerry Rafson said the curbs are not all the same. They have different widths, some have power poles in proximity, some have storm drains in the proximity, some are 12 inches tall, and some are 4 inches tall. There is supposed to be a 36" clearance which can invite right of way issues in some cases. Designing curb cuts is a lot more complicated than you would think.

Donna Gardino said the TIP is to be a fiscally constrained document and it has to be inflation proofed. AMATS, FMATS and the State decided to use the same inflation factor which will be compounded annually at 4%. By creating a base year column in the report, compounded annually, it allows us to move things around and have it inflation proofed.

MOTION: To approve CMAQ upgrades and the Conformity Analysis as presented in the TIP. (Whitaker/Strle) None opposed. Approved.

e. Proposed TIP Changes Donna Gardino listed the TIP changes in the report. Phillips Field Road Upgrade Phase 4 estimate was \$2,068,000.0 in the current TIP but the estimate now is \$2,800,000 million; construction is planned for this year. The governor has added \$3 million in her proposed budget for the construction of Phillips Field Road, \$5 million for Geist Road and \$2 million for Nelson Road.

Donna Gardino added the bond funding to the University Avenue Project, and the \$5 million capital budget funds received last year for the University Avenue Project for which there was federal CTP funding in University Avenue in 09. That freed up \$1 million in that project.

Donna Gardino requested an additional \$56,000 to complete Phase 4 of Wendell Street.

The next change was to restructure the funding for the North Pole Citywide Rehabilitation Project. This was an earmark project and in 08 there was \$259,700 for Design. The goal was to start that project in 08 but it was October before that happened. The funding needs to be changed to 09 with the new estimate of \$220,000. Phase 4 is moved to FY 11 with an estimate of \$728,200.

A new project is called FMATS Sign Replacement Project was suggested by the City because there is a new federal mandate requiring all signs in the city, borough and state be inventoried and in the management system by 2012. The retro-reflectivity has to be measured and signs replaced.

Mayor Isaacson asked why the North Pole Rehab construction was moved to FY 2011. The design cost is almost a third of what it is going to cost to pave. This has been discussed for several years and upon learning the match had not been completed, he immediately delivered the match check. There are some major requirements; H&H Drive has two refineries and GVEA, North Pole High School Boulevard is possibly included on this and Homestead road. These have major rehab needs. A lot of this isn't rocket science, just bring out the asphalt truck and lay the asphalt down. As time goes on, we will get less and less road out of this and if it can be squeezed in right away and get it in 09, otherwise we're looking at not only decreased levels of service to very important industries that support our state but we may not be able to complete those projects as we have been discussing.

Ethan Birkholz said if it is ready to go this summer, then it will go. Because there was not enough information to start this earmark project, we recently received a revised scope, schedule and estimate from Design and this is the timeline they presented.

Donna Gardino said it will be placed on the next Technical Committee agenda for escalation and then advise the Policy Committee in January.

Mayor Isaacson asked if the construction phase could be in 09 and asked if there was a problem approving this right now without modifying it from FY11 to FY09. He asked his Director of City Services for North Pole, Bill Butler, about this issue. Bill Butler said it would take internal pressure to make DOT design it faster; that is the issue. Mayor Isaacson wanted to make sure

the word "pressure" was emphasized to get DOT to get Design going. The Design is costing almost a third of the actual construction pavement cost and he said that is beyond ludicrous.

MOTION: To approve the five proposed TIP Funding Changes listed. (Strle/Roberts) None opposed. Approved.

f. FMATS Interior Delegation Meeting On Thursday, December 18, Donna Gardino is presenting an overview of what FMATS is for those new to the legislature. She will insert a Draft TIP, the letter to OMB, an AGIA brochure, her business card and suggest to the legislators that our priorities are those that are in the TIP. She wants to emphasize to them the reason for the MPO is so there is local control over which projects are funded. She will ask for flexibility in funding so that there is the opportunity at the local level to choose priorities. She will also include the letter the mayors sent to the governor regarding local match.

9. Public Comments David van den Berg, Executive Director of the Downtown Association of Fairbanks distributed part of the Vision Fairbanks plan which was adopted by the Borough Assembly in August 2008. He spoke to the interconnectedness of the roadway improvements and the total revitalization efforts. He appreciated the discussion today and appreciated that the committee members are acquainted with the fact that these things are interdependent. The catalyst projects of the roadways and the catalyst projects of the retail hot spot and the redevelopment of the downtown are interdependent. He appreciated sitting in on the Technical Committee meetings. The only hesitancy is that it would have been nice to have Cushman convert with some build out for pedestrians and cyclists. But he recognizes the revitalization is dependent on the transportation circulation being done properly. A level of service of E or F would have definitely created that quiet little street called Cushman. We will stay engaged and work to help find that \$2.5 million in additional funding. He wondered if there are funds available for build out and it would be nice to go from 7th to the river with good build out on Cushman. There are some things that are conducive to a downtown core. As Rep. Ramras said, we will need money to do build out on Cushman and Barnette. He doesn't know if it is enough for Barnette, but they are going to need the shiny penny, need a way to show people a return on the investment and the costs you have already committed to these roadway improvements. He gave a brief update on what the Downtown Association is doing on Vision Fairbanks. Also in the packet was a little detail on street standards, design standards and development standards. These are things like regulatory changes and a large document the city engineers and public works are going through, being an effective force working with the Downtown Association and Crandall and Rambula to define what the downtown streets are going to look like. He also announced they will be hiring a retail recruiter to decrease the number of vacancies, and attract new business. He said they can work with the 2011 timeline on Cushman and looks forward to it.

10. Other Issues

11. Informational Items

a. Meeting with DOT Headquarters/AMATS Donna Gardino said she met with the entities last week in Anchorage and discussed the 2010-2013 STIP. They are estimating about \$300 million of annual funding for the state. They are using a 2.61% increase between the years of the STIP. The FMATS allocation Donna Gardino originally had in the first Draft TIP was \$7.5 million a year for 09-12. They are estimating that it will more likely be \$7.5 up to \$8.1 million and she inserted those numbers in the Draft TIP. The allocation formula is the same they used the last time. DOT has asked if the committee would like them to come explain that formula.

Mayor Whitaker said it is useful to do that. Constant contact with AMATS as opposed to some occasional contact with FMATS is probably the best we can do, but it helps to make our case and we should do that rather adamantly. He said there are inequities from AMATS to FMATS and those need to be pointed out.

Donna Gardino will invite Headquarters to the Policy Committee meeting.

Luke Hopkins thought this was the formula used last time and the committee did not want to sign the agreement letter that authorized the formula funding until there was an in-depth discussion with Ron King.

Donna Gardino also noted some required regulation changes which will affect the FMATS bylaws and operating agreement. For example, SAFETEA-LU defines such things as amendment and administrative modification, whereas our current bylaws only address minor and major amendments. The planned rescission in SAFETEA-LU for FFY09 is law and it will require the government to pass another law to take away the planned rescission. The estimate from DOT is \$55 million to \$81 million depending on how the planned rescission is interpreted.

Many anticipate the new Highway bill authorization to look very different than it does now. There are currently over 100 federal funding programs potentially being shrunk down to 10 programs. The focus of those programs is going to lean toward large metropolitan areas, high speed links for inner city rail, transit and freight and complete streets, not necessarily good or applicable to Alaska. Alaska has been receiving \$6 for every \$1 of highway tax dollar about which the donor states are being quite vocal

The State has ESTIP online. We would like to see that for FMATS and AMATS which would be a cost efficient way to accomplish the goal of employing visualization techniques.

b. PM_{2.5} Update Alice Edwards updated the committee on the designation. The federal registers will come out on Monday when they will announce the final answer. She wanted to thank everyone who provided information for submittal. The boundaries will also be defined on Monday, about which she felt they made a good case for smaller boundaries.

c. Economic Stimulus Package Donna Gardino received a request from the Federal Highway Administration asking for shovel ready projects. She gave them the information for Nordale, Phillips Field Road, Wendell Street and one portion of the Illinois Project – the Barnette Street Bridge. There could be significant savings if economic stimulus funding is received.

12. Adjourn

Motion to Adjourn. (Strle/Edwards) No opposition. Approved. Adjourned at 11:56 am.

Next Scheduled Policy Committee Meeting is January 21, 2009, 10:00 am at DOT&PF, 2301 Peger Road.

Approved:


Steve Titus, P.E., Chair
FMATS Policy Committee

Date:

1/23/09